

## Lago Employees Receive Recognition For One Million Injury-Free Manhours

Lago employees have earned a certificate from the Esso Latin American Manufacturing Safety Council for working one million manhours without a disabling injury.

Competing with four other Esso refineries in Latin America, Lago achieved the one-million mark in the period between May and August this year. The other competing companies in Group A (with 1 million or more manhours per year) were the Campana, Cartagena, Amuay and Talara refineries.

Aimed at stimulating the sa-

fety programs of affiliated companies, the Esso Latin American Safety Council was set up in the middle of this year. The program of the Council is coordinated through the New York office.



Kiwanis International President Dr. G. Reed Jr. (fourth from left) and his party visited Lago Oct. 3. They were taken on a refinery tour by Vice President J. M. Ballenger (5th from right), R. E. Boyack, Mechanical Manager (2nd from left) and N. P. Schindeler (3rd from right), who are all Kiwanians. Other Aruba Kiwanians accompanying the group were Morris Serphos (extreme left) and Fred Wong (extreme right).

President Internacional di Kiwanis Dr. G. Reed Jr. (di 4 di robez) y su grupo a bishita Lago Oct. 3. Nan a ser hiba ariba un paseo den refinaria door di Vice President J. M. Ballenger (di 3 di drechi), R. E. Boyack, Gerente Mecanica (2do di robez) y N. P. Schindeler (3er di drechi), kende tur ta miembro di Kiwanis. Otro Kiwanis di Aruba cu a acompaña e grupo tabata Morris Serphos (mas na robez) y Fred Wong (mas na drechi).



### SPECIAL AWARD

One Million Manhours  
Without Disabling Injury  
LAGO REFINERY  
August 19, 1966

*John H. Ballenger*  
EXECUTIVE VICE PRESIDENT  
STANDARD OIL COMPANY (NEW JERSEY)

SPECIAL AWARD from Esso Latin American Manufacturing Safety Council to Lago Refinery.

## Four Employees and One Ex-Employee Receive CYI Awards During September

Four employees and one ex-employee were CYI winners during September. Three were from Process and two from Mechanical.

The ex-employee was Jose G. Ruiz, an Instrumentman A, who accepted employment with a construction company in St. Croix. Although he is no longer an employee and is abroad, he still qualifies under the CYI program and will receive his Fls.30 award by check. Like any other employee, ex-employees are also protected under the two-year clause of the CYI program.

Wilhelm Geerman, an assistant operator in Process-Refining, had two ideas adopted. He received Fls. 40 for an idea to install a chain block northeast of the chemical injector pot at PCAR. His other idea, calling

for installing a 1-inch caustic line from caustic pump No. 919 discharge on the FGS DEA system, earned him Fls. 25.

A supplemental award of Fls. 35 went to Andresito Croes, an assistant operator in Process-Refining. Previously, in December, 1965, he received an initial award of Fls. 50 and Fls. 25 for being the safety suggester of the month of December, 1965. He suggested to tie in both slurry pumps strainers into a hot pump line at PCAR.

The other two September CYI winners were:

Eugenio Damian  
Process-Utilities Fls. 25  
Enrique Hazel  
Mechanical-Machinist Fls. 25

### Dec. 31, 1966 Final Date For Early Retirement Program

In a meeting at the end of last month, the Management Committee confirmed its decision to retain December 31, 1966 as the final date for the Early Retirement Program.

Eligible employees wishing to take advantage of the increased benefits under the program should apply as soon as possible through their supervisor.

### Dec. 31, 1966 Fecha Final Pa Programa di Pensioen Anticipa

Den un reunion teni na fin di luna pasá, e Comision di Gerencia a decidi di fiha 31 di December 1966 como fecha final pa e Programa di Pensioen Anticipa.

Empleadonan cu ta eligibel, y cu ta desea di probacha di e beneficioran aumentá bao di e programa aki, mester haci aplicacion mas pronto posibel pa medio di nan supervisor.

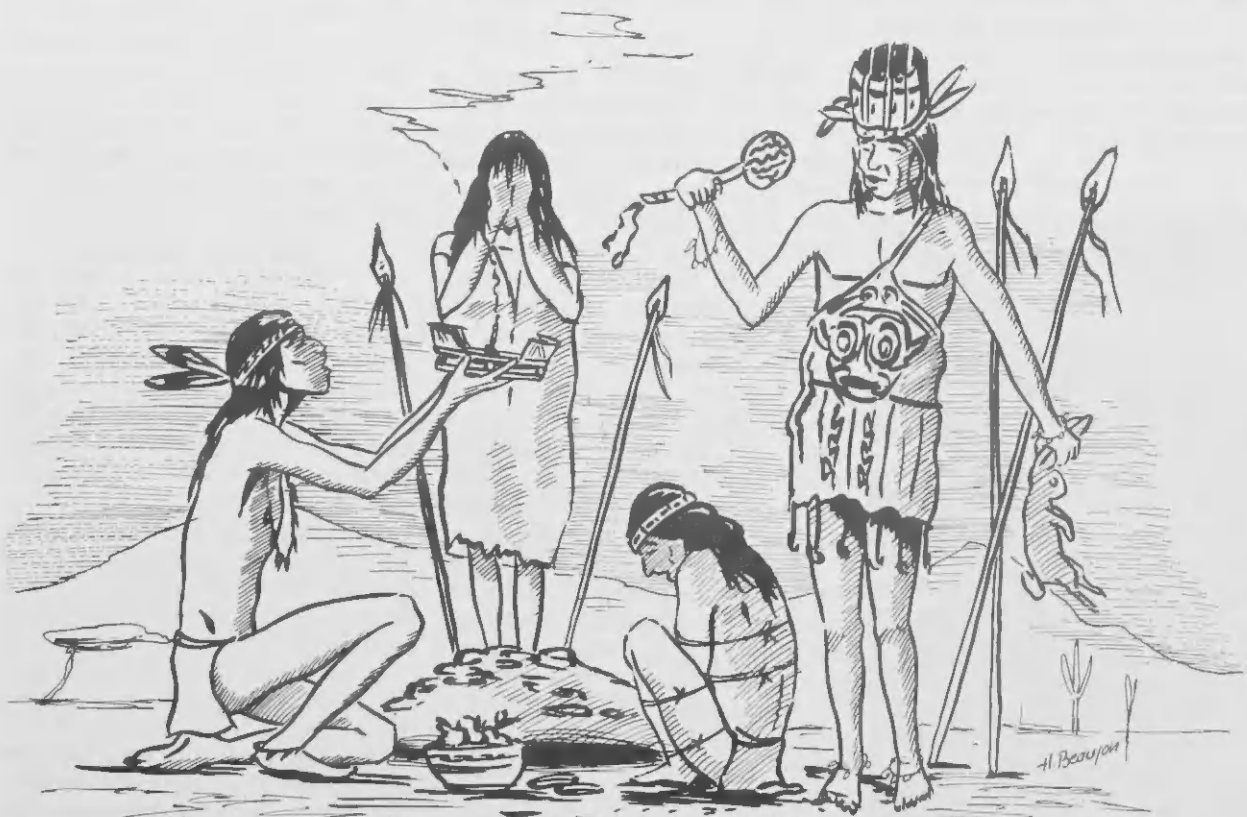
## Prijs Di Productonan Di Azeta Ta Baha Mientras Otro Ta Subi Den Diez Anja

Unda cu bo drei awendia bo ta lesa di inflacion den prensa, y pesey ta interesante pa tur di nos observa cu cierto sentimento di orguljo cu prijsnan por mayor di zeta crudo, gasoline y destiladonan mediano a baha durante ultimo diez anja, net contrario cu e tendencia general pa articulonan di uso cu a bira mas caro.

Desde 1957 te na e promer seis luna di 1966 inclusive, indice di prijsnan di tur articulo di uso por mayor a subi 6.5 por ciento. Mientrastanto prijs di zeta crudo a baha 4 por ciento, y prijs por mayor di gasoline a baha hasta 6.3 por ciento.

Indica di prijsnan por mayor pa destiladonan mediano, manera combustible liviano y zeta diesel a baha 9.2 por ciento.

Tin hopi motibo pa esey, entre nan tin muchu hopi zeta riba mercado y competencia ferroz — pero — y aki un cierto orguljo pa nos ta drenta: loke a haci e prijsnan mas abao posibel ta cu miles di hende den industria di petroleo ta haciendo tur loke nan por pa cumpli cu nan trabao net un tiki mas mihor cada un di e 3650 dianan ey.



THIS MAY well have been the ritual for burying Indians in Aruba's early days. (See pages 4 & 5). ESAKI POR wel tabata ■ rituo pa dera Indiannan den tempo pasa na Aruba (Mira Pagina 4 & 5).

# ARUBA **Esso** NEWS

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## Protect Our Natural Resources

Aruba's natural resources take a number of forms. Whatever they may be, it's the task of every citizen to help protect them.

Our natural resources are not all hidden in the ground, but some are. Take for instance, the remnants of early civilization found in the ground at various places. They have their historic value. They are about the only resources that tell us about the early inhabitants, the Arowak Indians. Any artifacts found that could give more information about the early cultures should be preserved and handled with care.

Other natural resources are our fine beaches, caves, and Indian scripts on rocks and natural rock formations. These should be kept clean and undamaged.

Friendliness of the local population is another asset for Aruba. In view of the growing tourist industry, this is an especially valuable resource of future economic growth.

The island is also known for its cleanliness. Everyone should contribute towards keeping up our good name in this area.

All of these resources should be considered in terms of their value to the community.

We can only gain by protecting them.

## Oil is A Lago Resource Help Stop Oil Loss

### Proteha Nos Recursonan Natural

Aruba su recursonan natural tin hopi forma. No ta importa kiko nan ta, obligacion di tur ciudadano ta di proteha nan.

No tur nos recursonan natural ta scondi bao di tera, pero algun ta. Por ehempel, restonan di un civilizacion anterior cu ta dera bao di tera na varios lugar. Nan tin nan balor historico. Nan ta casi e unico recursonan cu ta informa nos tocante e habitantenan di hopi tempu pasa di Aruba, Indjannan Arowak. Cual-kier cos cu nan tabata usa como herment y pa uso di cas cu por duna nos mas informacion tocante culturalan anciano, mester worde preservá y tratá cu mashar cuidao.

Otro recursonan natural ta nos playanan bunita, cuebanan, y loke Indjannan a pinta riba piedra y formacionnan di baranca. Ta necesario pa tene esakinan limpi y sin danjo.

Carinjo di nos poblacion local ta un otro riqueza di Aruba. Cu bista riba nos industria turistica cu ta bayendo dilanti, esaki ta un recurso masha precioso pa nos crecimiento economico.

Tambe nos isla ta conocí pa su limpieza. Tur hende mester contribui nan parti pa sostene nos bon reputacion den e sentido aki.

Nos mester mira tur e recursonan ey den termino di nan balor pa nos comunidad.

Si nos tur proteha nan, e probecho ta pa nos mes.

## Azeta Ta Recurso Di Lago, Yuda Stop Perdida Di Azeta



Completing their 12-week plumbing course under the Retraining Program recently were: (2nd from L to R) Narciso M. Dirks, Basilio Wernet, William H. Gibbs, Epifanio Semeleer and Eustace C. Milton. They received their certificates from Instructor Marco M. Stamper (far right). On hand for closing the session was Carlos De Cuba, Retraining Committee secretary (far left).

Completando nan curso di plombero di 12 siman bao Programa di Re-entrenamento recientemente tabata: (2do di robez pa D) Narciso M. Dirks, Basilio Wernet, William H. Gibbs, Epifanio Semeleer y Eustace C. Milton. Nan a recibi nan certificado for di Instructor Marco M. Stamper (extremo drechi). Tambe presente pa clausura e curso tabata Carlos De Cuba, secretario di Comité di Re-entrenamento (extremo robez).

### Petroleum Prices Drop While Others Increase

What with inflation so much in the news today, it is interesting for all of us to note with some sense of pride that wholesale prices for crude oil, gasoline and middle distillates went down over the past 10 years, bucking the general trend in commodity prices.

From 1957 through the first six months of 1966 the wholesale price index of all commodities rose 6.5 per cent. Meanwhile, crude oil prices dropped 4 per cent and wholesale gasoline prices declined 6.3 per cent. The wholesale index for middle distillates such as light fuel oils and diesel fuel decreased 9.2 per cent.

Many reasons for this, among them oversupply and fierce competition — but — and here's where the pride comes in — what made the lower prices possible was thousands of people in the oil industry doing their best to do their jobs just a little bit better every day for those 3650 days.

### Economic Considerations Important Factor In Developing Tanker Design

Ships come in all sizes and designs. But whatever their size or design, the main objective of tankers is to carry oil at the lowest possible cost. To meet this objective, tankers have grown considerably in size and speed in the last ten years.

The first tanker to transport oil in bulk was the Gluckauf, owned by what is now a German affiliate. The 3,000 dwt. tanker was built in 1886.

During the period between 1939 and 1950, tanker size increased on the average from about 16,000 to 26,000 dwt.

Between the late fifties and the early sixties, size had trebled to about 80,000/90,000 tons.

Now the newest tankers on order are of 170,000 dwt. They will be able to carry the cargoes of 11 T-2 tankers, which were the workhorses during the Second World War and shortly thereafter. The T-2s can carry about 16,600 tons of cargo.

#### Size Increase poses Problems

While the size increase of tankers is apparently an economically attractive way of reducing transportation cost, the size increase poses many problems. Not every harbor can accommodate these giants. One way to handle them is by building offshore docking facilities.

At Lago, we are aware of these problems and they are being studied. The San Nicolas Harbor has a depth of about 40 feet and its piers can accommodate vessels up to 67,000 dwt. (such as the Esso Zurich) and up to 800 feet in length.

It is believed that larger tankers, in excess of 200,000 dwt., are approaching the maximum safe operating water depths in some important areas, such as in the Straits of Malacca and parts of the North Sea. In addition, it may not be possible for them to transit the Suez and Panama Canals because of draft regulations and maneuverability.

An odd looking bulb-like pro-

truding bow has been noticed for some time on some Esso tankers calling at Lago.

This is one innovation that has been developed by Esso naval architects. Of all recent developments in ship design, it is likely that none has caused greater interest among tanker and bulk carrier owners than this large protruding bulbous bow.

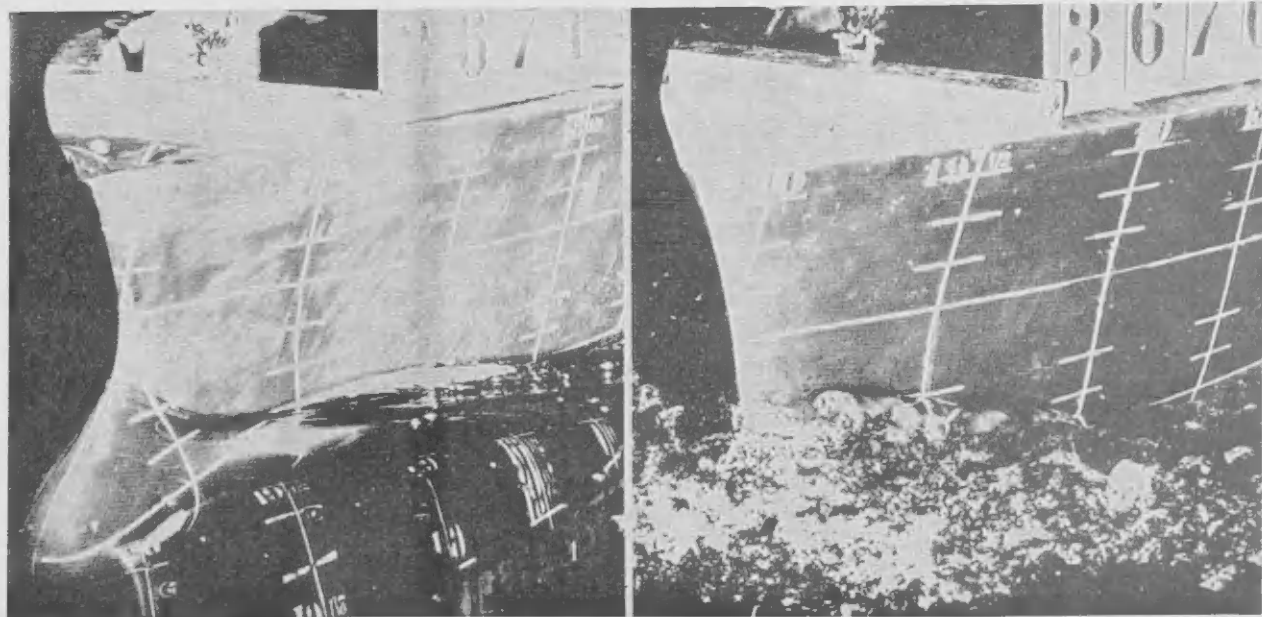
These are now fitted to most of the vessels in the Esso family and are also being installed on quite a few of the newer tankers and bulk carriers being delivered to our competitors.

These bulbous bows can be fitted to older tankers as well. This innovation produces a marked improvement in the basic relationship between a ship's speed and power that would not have been considered possible a few years ago.

#### Tests favor Bulb Bow

Tests made at identical speeds have borne out that vessels with the regular bow experience more resistance from wavemaking than the bulbous bow. The two pictures (below) show models of the same design with and without an Esso bulb bow, running at the same speed. The graph on the bow demonstrates the remarkable reduction in wavemaking that is achieved.

It has been proven that speed increased nearly one knot, considering the average of loaded and ballast conditions. This is equivalent to an increase in delivery capacity of approximately 5 per cent. On an average, it costs about \$400 an hour to operate present-day tankers.



SHOWN HERE are two tanker bows, one with bulbous bow and one without it. AKI NOS ta mira dos proa di tanquero, un proa cu bola grandi y un comun.

## Consideraciones Economico Importante Den Desaroljo di Disenjo di Tanquero

Nos ta mira barcunan di tur forma y grandura. Pero no ta importa kiko nan forma ta of nan grandura, e principal obhetivo di un tanquero ta di trasporta zeta na un costo cu ta di mas chiquito posibel. Pa alcanza e obhetivo ey, tanqueronan a bay creando den grandura y velocidad den ultimo diez anja.

E promer tanquero pa trasporta zeta na granel tabata Glückauf, propiedad di loke awendia ta un afiliado Aleman. E tanquero aki di 3000 tonelada di peso bashi a worde construi na 1886.

Durante e periodo di 1939 pa 1950, grandura di tanquero a subi cu un promedio di 16,000 te 26,000 peso bashi.

Pero entre fin di anjanan cincuenta y cumintamento di anjanan sesenta, ya nan grandura a bira tres bez mas grandi esta 80,000/90,000 ton.

Awendia e tanqueronan cu nan a pidi ta midí 170,000 tonelada bashi. Nan lo por carga 11 bez e carga cu un tanquero T-2 por carga. E tanqueronan T-2 tabata e tanqueronan cu a haci trabao di buricu durante segunda gera mundial y algun anja despues. Un T-2 por trasporta un carga di 16,000 ton di zeta.

Mientras cu e aumento di grandura di tanqueronan aparentemente ta un manera economicamente atractivo pa reduci costo di trasportacion, nan grandura a crea hopi problema. No tur haf por acomoda e gigantenan flotante ey. Un manera pa recibi un tanquero asina ta di traha facilidadnan caminda na por ancla pafor di haf.

### Haf di San Nicolas

Na Lago nos ta na altura di tal problemanan, y nan ta bao di estudio actualmente. Haf di San Nicolas ta mas o menos 40 pia hundu y su wafnan por tumar barcu te 67,000 tonelada peso bashi (manera Essu Zürich) y di un largura di no mas cu 800 pia.

Ta bisá cu tanqueronan mas grandi, cu ta excede 200,000 ton di peso bashi, ta jegando na e limite cu nan por nabega cu seguridad den awanan di algun region importante, manera Estrecho di Malca y partinan di

Mar del Norte na Europa. Ademá por ta cu no ta posibel pa nan cruza canal di Suez y di Panama pa motibo di reglamentonan tocante nan calado y facilidad di maniobra.

### Inovacion den Disenjo

Ta algun tempu caba cu nos observa un cos manera on bola grandi na e proa di algun tanquero Esso cu ta bishita Lago.

Esaki ta un cos nobo desaroljâ door di arquitectonan maritimo di Esso. Di tur e reciente desaroljonan den disenjo di barcu, probablemente ningun a causa asina tantu interes entre donjonan di tanquero y barcu di carga na granel cu e nanishi rondo di e barcunan ey.

Actualmente mayoria di e barcunan den famia di Esso ya tin e proa rondó, y e inovacion aki ta ser instalá den cantidad di tanqueronan nobo y barcunan pa carga na granel cu ta worde entregá na nos competidornan.

Experimentonan haci cu barcu cu ta core cu un velocidad identico a proba cu barcunan cu un proa comun ta hanja mas resistencia di lantamento di ola cu esnan cu un nanishi rondo. Riba e portretnan aki bao nos ta mira modelonan di e mes disenjo, un cu e proa rondo Esso y e otro sin djé, coriendo na e mes velocidad. E marca banda di su proa ta muestra un reduccion notable di e olanan cu e barcu ta lanta.

Nan a proba cu velocidad di e barcu a subi casi un milja pa ora, considerando e condicionan promedio di e barcu su cargamento y su laster. Esaki ta equivalente na un mehoranza di su capacidad pa trasporta di mas of menos 5 porciento. Costo di operacion di un tanquero di awendia ta un promedio di \$400 pa ora.

## New Building Material Developed by ERE For Rapidly Growing Construction Industry

Esso Research and Engineering Company has developed a new building material made from soil and a petroleum-based binder.

The new material, known as BMX, may be manufactured in available commercial-type equipment, using ERE-developed technology.

The company spent more than five years developing and testing the new material as part of its continuing program seeking new uses for petroleum.

The immediate market for BMX, which can be used as a direct replacement for conventional masonry products, is in the large and rapidly growing construction industries of the United States and Europe.

### First U.S. Licensee

The first U.S. licensee is the Sayre and Fisher Company of Sayreville, N.J., which offered the first public demonstration of BMX products as the annual convention of the New Jersey Society of Architects, which opened at Spring Lake last month. Several patents on the process have already been issued to ERE, and others are

pending in the U.S. and other countries of the free world.

Credit for the development of the new material goes to several ERE divisions.

Extensive tests have shown that BMX has greater strength per unit weight, lower moisture absorption and better freeze-thaw properties than conventional building materials. In addition, because of its smooth sur-

faces and close dimensional tolerances, one coat of plaster is all that is needed for a finished interior and two mortar systems are possible: one utilizing the conventional trowel-and-mortar technique, the other utilizing an ordinary paint roller for rapid construction.

### Raw Materials Abundant

The raw materials for making (Continued on page 6)

### Driver Accident Prevention



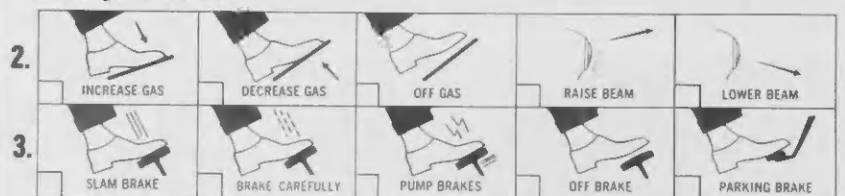
**YOU ROUND A CURVE AND A CAR IS APPROACHING...IN YOUR LANE!**

**think what would you do?**

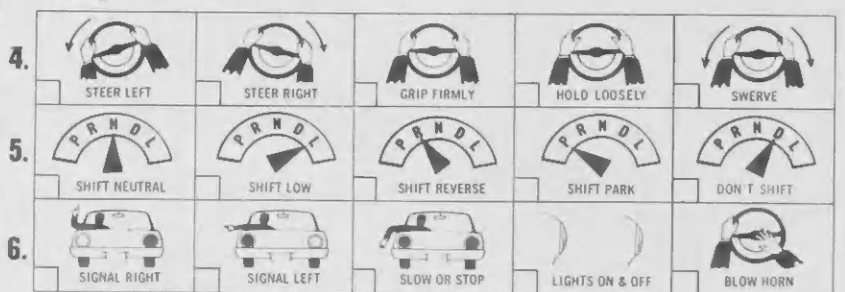
**With your eyes?** (Put an "X" through what YOU would do!)



**With your feet?**



**With your hands?**



## The Economic Attractiveness of Fitting Esso Bulbous Bow to a 50,000 DWT Ton

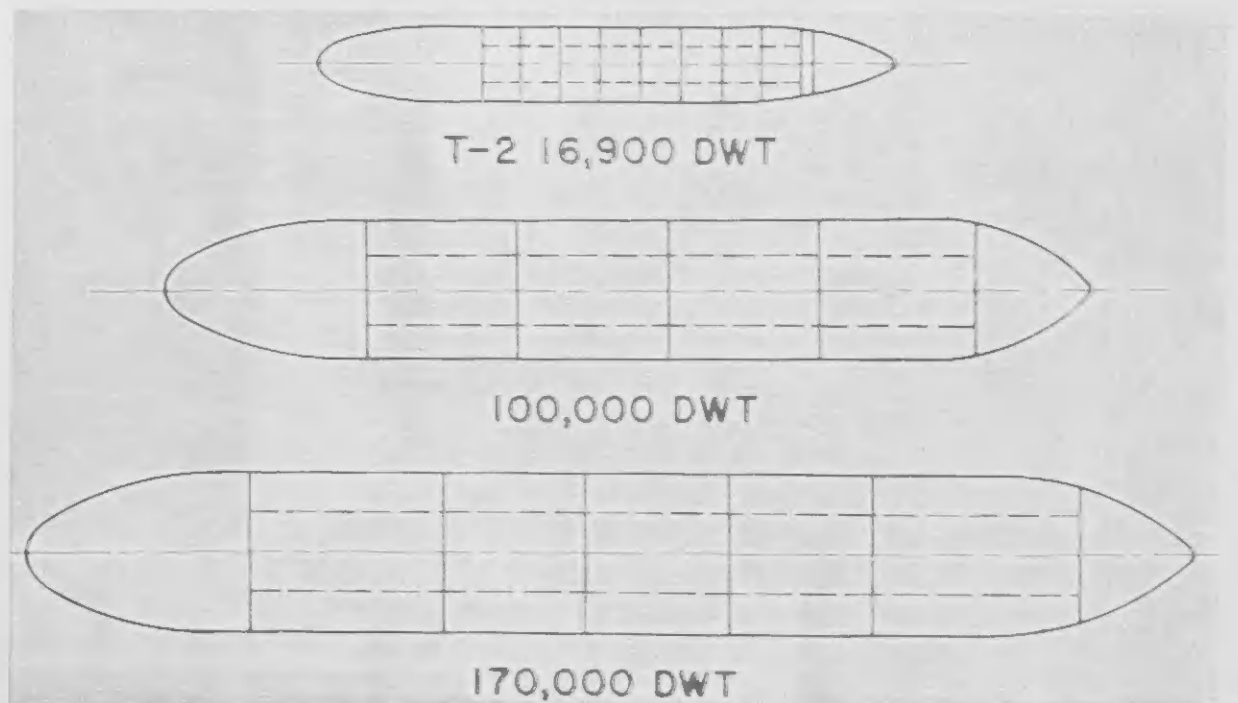
### BASIC DATA

Trade	- Caribbean - Continental
	- Europe
Charter Rate	- Intascale - 50%
Sea speed without bulb	- 16 Knots
Average speed increase due to bulb	- 4.4%
Service and Port allowance	- 10%
Net average speed increase	- 4%

	New Construction	Existing Ship Remaining Life: 15 Yrs.
Cost of Bulb Installation (Excluding Design & License)	\$10,000	\$ 80,000*
License & Design Fees	45,000	45,000
<b>Total Capital Investment</b>	<b>\$55,000</b>	<b>\$125,000</b>
Annual Increase in Cargo Capacity	26,000 L.T.	26,000 L.T.
Value of Annual Increased Cargo Capacity at Intascale - 50%	\$60,000	\$ 60,000
LESS:		
Increased Port Charges, etc.	2,500	2,500
<b>Net Annual Savings Due to Bulb</b>	<b>\$57,500</b>	<b>\$ 57,500</b>

<b>PAYOUT PERIOD</b>	<b>1 YEAR</b>	<b>2.2 YEARS</b>
Return on Investment	100%	45%

\* Done in normal 5-day repair period; no additional out-of-service time.





DIGGING EXPEDITION at Tanki Flip.  
EXPEDICION PA bai coba na Tanki Flip.



BURIAL URN found at Savaneta

WEYA PA dera Indian haya na Savaneta.

### Maestro Lester Y Estudiantes Ta Coba Hundo Den Pasado pa Haya Artefactos

E promer habitantenan di Aruba, Indjannan di e tribu Arowak, a laga masha poco pa nos di nan pasado historico. Cu excepcion di algun cos pintá den cuebanan y riba piedra, mayoria di loke nos sabi awendia tocante nan existencia a ser revelá for di artefactonan (herment y articulo di uso den cas) hanjá na e

sitionan caminda nan tabata biba: Tanki Flip, Santa Cruz y Savaneta.

Deseo pa sabi mas tocante e habitantenan antiguo nunca a stop di existi. Como parti di un proyecto di klas, maestro Jerry

Lester y estudiantenan di Seroe Colorado High School a cuminsa coba na Tanki Flip.

Jerry a cuminsa samina e terreno rond di Tanki Flip for di un anja y mei pasá. Ora el a descubri algun artefacto, el a hiba su alumnonan aya. Nan tabata basta excita tocante e proyecto, y cu mez tantu deseo cu nan maestro pa sabi mas tocante historia di e promer tribunan cu a biba riba e isla aki. Hopi di e muchanan a nace na

Aruba, y esey ta un circunstancia adicional pa conocimiento y excitacion pa busca mas informacion tocante e lugar caminda nan ta biba.

E cobamento si no tabata asina facil. Algun lugar ta jen di sumpinja y hopi mucha lo no lubida asina liher experiencia di worde penchá di repente door di sumpinja. Tabata necesario pa coba tera mas of menos 20 pa 40 pia, y un pia hundo.

Un di aspectonan mas excitante di cualkier buscamiento ta, di haya algu cu ta significantemente diferente. Na cuminzamente di anja 1965 Lester y su alumnonan a hanja loke a resta di un komchi (palangana) cu tabata diferente tantu den estilo como den construccion for di cualkier otro cu

(Continúa na pagina 5)



INDIAN BURIAL urn recently found at Ray Farro's home.  
URNA PA dera Indian hayá poco tempo pasá na cas di Rey Farro.



TOP: (L to R): 2 fertility idols, face from neck of bowl, side ornament, part of cup, side of bowl, 2 small side ornaments, other part of cup, head from base of a bowl.

ARIBA: (R pa D): 2 idolo, figura di cara, pieza ornamental, parti di un kopi, banda di un komchi. 2 pida ornamental chikito, other parti di kopi, cabez for di base di un komchi.



MR. AND MRS. R. FARRO proudly display a large urn found while workers were digging foundation of extension to their home in Savaneta.

SR. Y SRA. R. FARRO cu orguljo ta muntra un weya grandi haya mientras trahadornan tabata coba fundeshi pa extension di nan cas na Savaneta.

## New Electronic Ferrograph Sounder Replaces Line-and-Lead Soundings

A piece of electronic equipment is now being used for sounding in San Nicolas Harbor. This is the Ferrograph Inshore Graphic Sounder.

By means of a cable and transducer attached below water level on a tug's hull, the electronic equipment sends sounds to the sea bottom which are echoed back.

The echo is recorded in feet on the Ferrograph. The sounding equipment operates on a 12-volt battery and has three sounding ranges: (1) from 0 to 60 feet; (2) from 60 to 120 feet; (3) from 120 to 180 feet.

With the aid of this ferrograph sounder a chart has already been plotted of a section of the harbor, especially where the depth is below the required minimum depth.

The use of this piece of electronic equipment eliminates the previous method of lead and line for manual soundings.

The shallow areas in the harbor are caused by sediment that is relocated when tankers back up from the finger piers.

Since March 30 this year a crane with a clamshell bucket has been dredging the shallow area in the harbor opposite the No. 1 Gasoline Dock.

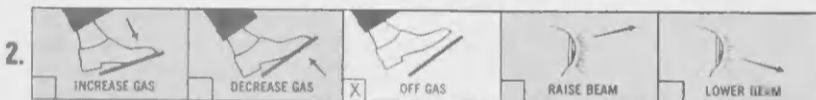


HOO AND Whitlock check chart.  
HOO Y Whitlock ta examina chart.

### HERE ARE THE CORRECT ANSWERS!



Keep your eyes STRAIGHT/RIGHT. Be on the alert for a possible escape to your RIGHT.



Take your foot OFF the gas immediately. This is extremely important point to remember.



BRAKE CAREFULLY. Don't slam on the brake—you might lose control. Slow your car down as quickly as possible, but don't panic. Brake quickly, but carefully.



STEER RIGHT. Avoid a head-on collision even if it means going off the road. Never try to go around the oncoming car by going to the left. He may take the same escape route and you will crash head-on.



DON'T SHIFT. There are more vital things you must do in these precious seconds to avoid a serious accident.



BLOW HORN. This is to warn the car headed for you, as well as all other cars.

**Additional control measures:** If there is no shoulder on the right, but a ditch instead, angle into the ditch gradually and drive along it until you stop. If the oncoming driver has returned to his lane and you are off the road, don't return to it too quickly. If you do, you might cross to the other lane or swerve sideways and roll over.

### SAFETY HINT: Wheel "Play"

For maximum safety and control of your car, it is imperative to have the correct amount of play in the wheel. Too much play causes a "lag" in the steering which can be very dangerous, especially in emergency situations, such as skids.

If there is more than two inches of play in your wheel, you should have this checked and fixed at once. Be sure to have your steering system checked periodically to assure that it is in perfect working condition.

## Sondeador Electronico Ta Ser Usa na Lugar Di Chumbo y Cabuya pa Midi

Awendia nan ta usa un pieza di equipo electronico pa sondea com hundu haf di San Nicolas ta. Esaki yama Ferrograph Inshore Graphic Sounder.

Pa medio di un cable y un trasmisor di senjal cu ta poni bao di awa pegá na curpa di un tugboat, e equipo electronico ta manda senjal pa bom di lama y e senjalnan ta dal bini bek. Echo di e senjal ta worde scirbi riba rol di papel den e Ferrograph. E equipo di sondea aki ta traha cu un bateria di 12 volt y tin tres alcance: (1) di 0 te 60 pia; (2) di 60 te 120 pia, (3) di 120 te 180 pia.

Cu ayudo di e sondeador ferrograph ya nan a traha mapa di un parti di haf, especialmente na e lugarnan caminda profundidad ta menos cu e profundidad cu ta worde exihí.

Uso di equipo electronico ferrograph ta haci cu no ta necesario mas pa usa e metodo anterior di un pida chumbo pegá na un cabuya, cu cual e sondeador ta traha cu su man.

E regionnan di poco profundidad den haf ta causá door di lodo cu ta move ora un tanquero bek pa sali for di e finger pier nan.

For di 30 di Maart di e anja aki un grua cu un baki di heru ta cobando e partinan cu no tin basta profundidad den haf, dilanti di Gasoline Dock No. 1.

## See Page 3 for Drivers' Safety Quiz

Mira pag. 3 pa e Preguntanan



HOO AND others install transducer  
HOO Y e otronan ta instala transducer.

## Artefactos Di Aruba

(Continúa di pagina 5)

nan a hanja tambe ta muestra cu e tribu Dabajuro, un tribu relaciona cu Arowaknan, tabatin costumber di cushina maishi.

Asina leu cu Jerry sabi, dos of tres pida di idolo a worde hanja den pasado. Pero na Tanki Flip si Jerry y su ayudantenan a hanja varios pida - un casi henter.

Corsow y Bonaire tin masha poco cos cu bo por jama artefacto. Como e isla ta keda mas cerca costa di continente, Aruba tabatin asociacion mas cerca cu e continente Sur Americano. Ademas e corientemente di lama y lama mes entre Aruba y Corsow ta muchu mas dificil pa nabega cu entre Aruba y Venezuela. E Indjannan tabata biaha entre Aruba y e continente bai bini den nan cayucanan (canoa traha di palu).

Poco dia pasá, mientras nan tabata coba fundeshi na Savaneta pa un extension na cas di Ray Farro di Technical-Process Engineering, e trahadornan a hanja dos urna, un grandi cu wesu aden y un chiquito. Aun- que nan a sufri danjo, Jerry lo pega nan na otro.

Jerry ta bisa cu al fin e coleccion di Seroe Colorado High School lo worde regalá na e fundacion cu jama Aruba Nostra. Jerry ta coopera hopi cu e fundacion aki, cu tin plan pa lamta un museo aki na Aruba.

E descubrimentonan recien ta proba cu tin mas tesoronan historico derá bao di tera. Cual- kier hende cu hanja e artefactonan aki mester trata nan mes- cos cu un recurso natural. Es- pecialmente ora un hende hanja un urna completo, no trata di saké for di tera. Ta necesario pa un experto haci esey, pa no destrui loke ta den e urna. Pe- sey ta consehabel pa jama un di e miembronan di e fundacion Aruba Nostra.

Directiva di e fundacion Aru- ba Nostra ta consisti di A. J. Booi, president; Pader R. H. Nooyen, Vice-President; Sra. W. van Poelje, Secretaria; Drs. V. Servage, Tesorero; M. S. Kui- peri y I. E. A. Tjon-Sie-Fat, miembros.

## NEW BUILDING MATERIAL

(Continued from page 3)

ing BMX, petroleum asphalt and natural soils that are generally not useful for agricultural purposes, are available in many parts of the world. About one-third of the earth's soil is suitable.

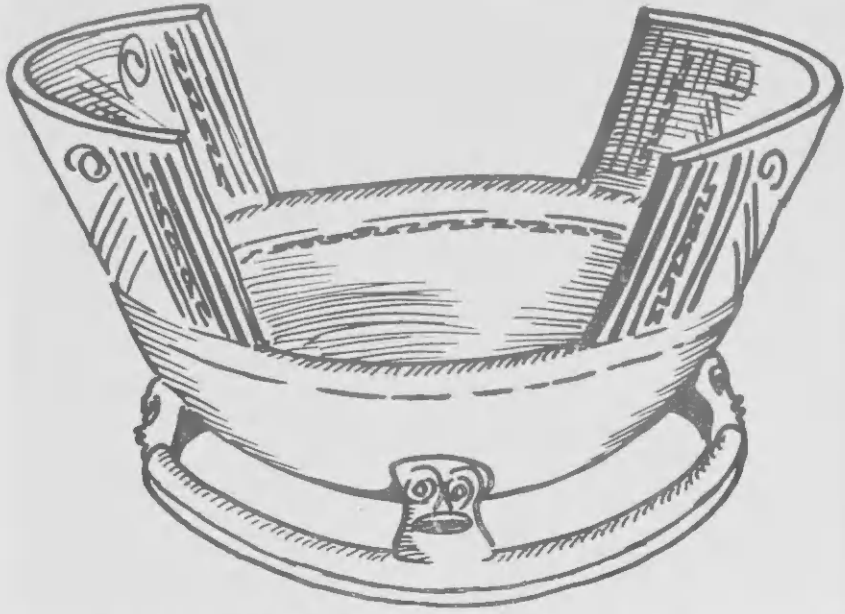
A key facility in the develop- ment of BMX was a large pilot plant at Bayway, New Jersey.



HOO, WHITLOCK and Giel studying Harbor Map.  
HOO, WHITLOCK y Giel studiando mapa di haf.



ESSO ORANJESTAD assisting volunteer fire- ESSO ORANJESTAD ta asisti bomberonan volun-  
fighters in fire drill on docks. tario den practica pa paga candela.



THIS ORNAMENTAL piece is a design reconstructed from artifacts shown below and next page which were found at Tanki Flip. E PIEZA di adorno aki ta un disenjo reconstrui for di artefactos muntra aki bao y na otro pagina, cual a ser haya na Tanki Flip.



TEACHER G. D. LESTER explains rare piece found at Tanki Flip, a residential area of early Indians.

MAESTRO G. D. LESTER ta splica un artefacto stranjo cu el a haya na Tanki Flip, cual tabata lugar di biba di Indiannan.

### Artefactos Di Aruba

(Continúa di pagina 4)

a ser descubri den pasado. Aunque e tabata parce esunnan di Venezuela, toch e tabata diferente for di nan. Segun nan ta bisa Indjannan Arowak ta bini di e famia di Caiquetianan for di Estado Lara y Falcón.

Aunque ta difícil pa bisa, tin indicacion cu e mes grupo di hende a biba tantu na Tanki Flip como na Savaneta, pero durante diferente período. Un indicacion ta cu weanan corá pinta pretu a worde hanjá na

Savaneta, pero no na Tanki Flip.

Algun cos cu Jerry y su alumnonan a hanja ta: wea, cos di cushina aden, poeroen di awa, piezanan ceremonial, wesu di piscá y casca di morcoi. Tambe nan a hanja pida plancha di cachapa, loke ta aparentemente incomun pa e cultura aki, y un wiel pa traha hilo cual ta laga nosk ere cu tabatin cierto fabricacion di panja.

E pida plancha di cachapa (Continúa na pagina 6)



IN THEIR digging expedition at Tanki Flip teacher Lester and children from Seroe Colorado High School found many remnants of Indian civilization.



DEN NAN expedicion di cobamento na Tanki Flip, maestro Jerry Lester y muchanan for di School di Seroe Colorado a haya hopi resto di civilizacion di Indiannan.

## Teacher Lester and Students Dig Deep Into Aruba's Past; Finds: Artifacts

The first inhabitants of Aruba, the Arowak Indians, left little of their historic past. Except for some scripts in caves and stone, most of what is known today about their existence has been revealed from artifacts found where they used to live: Tanki Flip, Santa Cruz and Savaneta.

The desire to know more about these early inhabitants has never ended. As part of a class project, schoolteacher Jerry Lester and Seroe Colorado High School students went out to dig at Tanki Flip.

Jerry started sounding the Tanki Flip area about a year and a half ago. When he discovered some artifacts, he took the children out there. They were quite excited about the project and were as eager as their teacher to know more about the history of the first tribes that inhabited their island. Many of the children were born in Aruba and this adds to the knowledge and excitement of finding out new information about their home.

The digging has not been all easy going. Some spots are full of cactus and many of the children won't forget the experience of having been "needled" unexpectedly. Excavations of about 20 by 40 feet and one foot deep had to be made.

One of the exciting aspects of any search is the finding of

something significantly different. In the spring of 1965, Lester and the children found the remnants of a bowl, which was different both in style and construction from anything that had been discovered in the past. While it bore some resemblance, it was also different from the finds in Venezuela. The Arowaks reportedly hail from the Caiquetios family in Estado Lara and Falcon.

Although it's difficult to say, there are indications that the same group of people had lived at Tanki Flip and Savaneta, but at different times. One indication is that red pottery painted with black found at Savaneta had not been found at Tanki Flip.

### Finds: Artifacts

What Jerry and the school children found includes; bowls, cooking utensils, water jugs, ceremonial pieces, fish vertebrae and turtle shells. Also found were pieces of griddles, which seem unusual for this

culture, and a spindle wheel, indicating a certain amount of weaving took place.

The pieces of griddle found also indicate that the Dabajuro, a subculture of the Arowaks, used to cook grain.

As far as Jerry knows, there have been two or three pieces of idols found in the past. Yet, in Tanki Flip, Jerry and helpers found several pieces — one being almost complete.

Curaçao and Bonaire have very little in terms of artifacts. Because of being nearer to the mainland, Aruba has closer association with the South American continent. Also, ocean currents and the sea between Aruba and Curaçao are more difficult to navigate than those between Aruba and Venezuela. The Indians used to travel back and forth between Aruba and the mainland in their "cayucas" (canoe made from log).

Recently, while digging the foundation in Savaneta for an extension to the home of Ray Farro of Technical-Process Engineering, the men found two urns, a large one with bones and a small one. Although they were damaged, Jerry will put them together.

### Collection Will Go To Aruba Nostra

Jerry says that eventually the Seroe Colorado School collection will be donated to the Aruba Nostra Foundation. Jerry also works very closely with this foundation, which plans to set up a museum in Aruba.

The recent find proves that there are many more hidden historic treasures in the ground. Anyone who finds these artifacts should treat them like natural resources. Especially when complete urns are found, one should not try to move them. Expert handling is required so as not to destroy them or their contents. Therefore, it's advisable to contact any of the members of the Aruba Nostra Foundation.

The board of the Aruba Nostra Foundation consists of: A. J. Booi, president; Father R. H. Nooyen, vice president; Mrs. W. van Poelje, secretary; Drs. V. Servage, treasurer; M. S. Kuiperi and I. E. A. Tjon-Sie-Fat, members.



BOWL DESIGN tells old story. DISEÑO DI wea ta conta historia biew.